

4633 IRON SHIPS.

No. 2464 Survey held at Rosfor Date April 11th Recd 13/4/66 18 66
 in the Ship S. S. Papaya Master Carl F. Sel.
 Tonnage under tonnage deck 214.11 Built at Rosfor When built 1866 Launched March 14 1866
 Ditto of poop or spar deck _____ By whom built Anderson, Culham & Co Owners Boys & Lillendahl
 Ditto of engine room 4 P. 39
 Total Register tonnage 138.42 Port belonging to Sedisfiord, Island Destined Voyage Whale Fishery
 Gross tonnage 214.11
 Surveyed while Building, Afloat, or in Dry Dock Whilst Building and Afloat.

Length aloft	Extreme Breadth	Depth from top of Upper Deck Beam to top of Floor	Power of Engines	Horse.	N ^o . of Decks																																																																																																																																												
<u>115.8</u>	<u>22.1</u>	<u>12.2</u>	<u>40</u>	<u>40</u>	<u>1</u>																																																																																																																																												
Dimensions of Ship per Register, length <u>115.8</u> breadth <u>22.1</u> depth <u>12.2</u>																																																																																																																																																	
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<u>Clamps or Spirketting ditto</u>	<u>1 1/2</u>	<u>Battered</u>																																																																																																																																															
<u>Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness</u>	<u>10</u>	<u>9/16</u>	<u>12 1/4</u>	<u>9/16</u>																																																																																																																																													
<u>Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams</u>	<u>5</u>																																																																																																																																																
<u>Stringers in Hold</u>	<u>9/16</u>	<u>8 x 3</u>	<u>3 x 3</u>	<u>9/16</u>																																																																																																																																													
<u>Flat of Lower Deck, thickness and material</u>	<u>1</u>																																																																																																																																																
<u>Main piece of Rudder, diameter at head</u>	<u>3 1/4</u>		<u>3 1/2</u>																																																																																																																																														
<u>" " " at heel</u>	<u>2 7/8</u>		<u>2</u>																																																																																																																																														
<u>(Can the Rudder be unshipped afloat)</u>	<u>No</u>																																																																																																																																																
<u>Bulkheads, N^o 4</u>	<u>Thickness of 7/16</u>																																																																																																																																																
<u>Height up</u>	<u>to Main Deck</u>																																																																																																																																																
<u>how secured to the sides of the ship</u>	<u>Riveted between frames</u>																																																																																																																																																
<u>size of vertical angle irons</u>	<u>2 1/2 x 2 1/2</u>		<u>and their distance apart 30 inches</u>																																																																																																																																														

Transoms, material Iron Plates, or, if none, in what manner compensated for _____
 Night-heads, and Hawse Timbers Iron frames
 The Frames extend in one length from Middle line to Gunwale rivetted through plates with (1/4 in.) rivets, about (5") apart.
 The reverse angle irons on the floors extend in one length across the middle line from Hold down Member to ditto
 " " " on the frames " " " from Middle line to Gunwale
 Keelson, how are the various lengths of plates or angle irons connected? By lining pieces
 Plates, Garboard, double or single rivetted to keel, double or single at upper edge, with rivets (7/16 ins.) diameter, averaging (2 1/2 in.) apart.
 Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 ins.) apart.
 Butts from Keel to turn of bilge, worked carvel with butt straps (7/16 x 9/16) thick, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/4 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No
 Edges from bilge to sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single rivetted; with rivets (7/16 in.) diameter, averaging (2 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? No
 Edges of Sheerstrake, double or single rivetted? At upper edge Single At lower edge Double
 Butts from bilge to planksheers, worked carvel with butt straps (9/16 x 7/16) thick, double or single rivetted; with rivets (7/16 in.) diameter, averaging (2 1/2 in.) apart. Breadth of laps in double rivetting (1 1/2 in.) Breadth of laps in single rivetting (3/4 in. of Rivets)
 Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double Rivetted
 Planksheer, how secured to the plating of the sides { Explain by sketch } Iron Bulwarks
 Waterway " " planksheer and to the Beams { if necessary. } Butt and forew Bolts
 Deck Beams, how secured to the side? Plate Nuts rivetted to the frames
 Hold or Lower Deck ditto Ditto
 Paddle " " _____ No. of breasthooks 3 crutches 3
 Description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? Iron
 Manufacturer's name or trade mark _____
 That the above is a correct description of the several particulars therein given.
Anderson & Culham Surveyor's Signature



Workmanship. Are the lands or laps of the cleanchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes

Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Yes

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes well and sufficiently countersunk in the outer plate? Yes

Are there any rivets which either break into or have been put through the seams or butts of the plating? A few in Corners of Butts

Her Masts, Bowsprit, Yards, &c., are in Wood Good condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.			
No.			Fathoms.	Inches.	Tested to Tons.	No.	Weight. Ex. Stock	Tons.
No. 1465 5 Iron and	Fore Sails,	Chain	180	1 1/2	28 1/2	Bowers,	2	11.1.15
	Fore Top Sails,	Hempen Stream Cable						2.1.0
	Fore Topmast Stay Sails,	Hawser	120	4				10.0.18
	Main Sails,	Towlines	90	5		Stream,	1	2.0.16
	Main Top Sails,	Warp	90	3 1/2				4.2.4
		All of <u>Good</u> quality.				Kedges,	1	2.2.0

Her Standing and Running Rigging Gal. 2nd Main Mast sufficient in size and Good in quality.

She has Three 330 Long Boat and Whole Boat fitted with Screw Propellers with Power Engine

The present state of the Windlass is X Capstan New and Rudder New Pumps New and efficient

Order for Special Survey No. 431 Date 12 Jan 1866 DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought Built under

2nd. On the plating during the progress of rivetting Special Survey from the

3rd. When the beams were in and fastened, and before the decks were laid 20 January 1866

4th. When the ship was complete, and before the plating was finally coated the 12 April 1866

5th. After the ship was launched ✓

State if she has a Spar Deck No Poop Raised Deck Forecastle Yes

General Remarks,

The keelson has one raised up to hold beam moorings.

The Hold Beams are 5 1/2 x 115 spaced 3.6 apart.

It is fitted with a Steam Crane, and has 3 openings in bulwarks on each side 10 1/2 x 3.0. The Shearstrake is 56 x 1 1/2

In what manner are the surfaces preserved from oxidation? Inside Portland Cement and Asphalt

Ditto ditto Outside Red Lead and Oil Paint

I am of opinion this Vessel should be Classed A

The amount of the Fee £ 3 is received by me,

Special £ 10.14

Certificate (if required) £ gratis

Committee's Minute 17th April 1866

Character assigned B

J. W. Little

LR

Lloyd's Register Foundation